Specification Amendments

[0002] The recirculation of some engine exhaust gas is a recognized technique for achieving compliance with applicable tailpipe emission requirements, NOX emissions in particular. Various EGR strategies have been proposed for turbocharged engines, including diesel engines. Examples appear in U.S. Patent Nos. ~~6,442,217~~6,422,217; 6,263,672; 6,000,222; 5,771,867; 5,671,600; and 4,215,550.

[0003] U.S. Patent No. ~~6,442,217~~6,422,217 describes a device that is placed in an engine exhaust system between the engine exhaust manifold and the turbocharger turbine. The device contains a valve mechanism for controlling engine back-pressure to induce recirculation flow through an EGR flow path to the engine intake system. The EGR flow path contains an EGR cooler. The cooled EGR flow enters a mixer where it entrains with charge air from the turbocharger compressor.

Please delete the Abstract, and insert the substitute Abstract below:

An engine system (20) includes an intake system (26) through which charge air enters combustion chambers, and an exhaust system (28) that includes a CDPF (34), through which products of combustion pass to the surrounding atmosphere. A throttle valve (36) is located in the exhaust system (28) downstream of both the CDPF (34) and the turbocharger turbine (30). An EGR flow path for recirculating exhaust gas from the exhaust system to the intake system includes an EGR valve (48) for controlling EGR flow. The EGR flow path is connected to the exhaust system upstream of the throttle valve and downstream of both the CDPF and the turbine, and to the intake system upstream of the turbocharger compressor. Valves (36, 48) are under coordinated control provided by an engine control system (24) for selectively restricting the respective valves to attain desired EGR flow.